

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:47 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 012 Const Calendar Day: 903 Date: 28-Feb-2012 Tuesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 06:30 PM Break: Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Sunny with the morning Fog

Working Day ☒ If no, explain:**Diary:**

Dispute

cable erection**INSTALLATION OF STRANDs No. 66 & 67**

Upon arrival at 7:20, Strand #66 North was close to being completely installed and Strand #66 South had been installed, already.

- At about 7:45, the Installation of strand No. 66 North was done, thus completing the Installation of Strand No. 66;

- Float Strand No. 67 South at 8:30 and the North side followed at 8:50;

- It should be noted that the Installation of Strands No. 64, and 65 were completed yesterday during D. Wright's inspection time (following my departure);

- Rough Adjust (RA) Strand #66 North at 9:10, resulting in 1490mm move to the East;
NOTE: Ethan was the guy at the wood block, but just as he has done since strand # 64 (or so), he just does not care and does not pay attention to this task whatsoever. He just watched the operation for the most part with a few taps here and there as he pleased. There was a minor bulging of the wires at the top of the strand (a precursor to banking) that need NOT to happen Obviously, the ONLY reason it did happen, was simply due to the deliberate and malicious attitude of an iron worker (Ethan) with the backing of his Superintendent (D. Meche) who equally has demonstrated a total disdain for the driving and the maintenance of the wood blocks. This could have been avoided easily.

- Rough Adjust #2 on Strand #66 North:, resulted in a 30mm move to the West for a net movement of 1460mm to the East;
This time around, there was nobody even at the post. I have mentioned this to D. Meche and Andre several times and it falls on deaf ears for a variety of reasons. The woodblock did not budge much, but it could have. The total disregard and animosity is palpable.

- RA Strand #66 South at about 9:50 to the tune of 1150mm East;
- The crew working on the South side, continue to be more diligent and conscientious as their driving of the wood blocks is one indication of their attention to the details. However, even at this location, during the RA #2, no one pays attention to the maintenance of the wood block. One big reason is that D. Meche does not understand that it does not matter if the movement is 1mm or 1500mm and believes that during the small movements of the strand, the banging is totally superfluous. He does not understand that either way, the adjusting jack comes up and lifts the strand up, thus lifting the weight off the strand underneath.



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 012

Date: 28-Feb-2012

Tuesday

- Haul Frame carrying Strand #68 over the South Saddle at about 11:00;

- Complete the Installation of Strand # 67 at about 11:30;

I have continued to document the presence of 10 wires on top of the strands instead of 11, in the troughs of the both saddles in the tower and particularly the North side. There are troughs where the widths are not 61.5mm wide, thus, resulting in varying degrees of problems with the strands installed in these locations. These problems range from having the outside wires disappear in sections only to re-appear in others to wires on the top tier being replaced by wires from the 2nd tier (definitely at the South end where they do not use tapes) to the very wide troughs of up to 80mm where the wires are all over the place . The attached Photos demonstrate these problems for strands # 64, 65, 66, and 67. I have asked Roman and Warren to look at this problem and inform us of their assessments.

- Float Strand No. 68 north and south over the tower saddle at about 12:45;

- RA Strand #67 North at 13:16 to the tune of 1210mm move to the East followed by RA #2, where the strand was pulled 90mm to the West, for a total eastward move of 1120mm;

Again (how many times have I said again in my reports when this subject comes up), Ethan whose name was called yet again, (and there may be a reason for this) decided to tap randomly at the wood blocks whenever he felt like it. Consequently, the wood block moved up and the strand ended up with a serious banking/bulging problem.

During the lunch time, D. Wright inspected Strand #66 south in addition to whatever else he may have inspected, and I concentrated on the inspection of strand # 64, 65, 66North in addition to strand #67 prior to RA. Strands #64 and 65 had been inspected by D. Wright, already. As far as I was concerned, outside of the trough issues, there were not glaring problems at these locations of the significance of the "Xing" wires.

Once I left the site, I headed to the office to document the events of the day and work on the inspection checklists.

For the names of all the crews, please refer to D. Wright's & V. Altamirano's diaries.

Hours worked: 7:00 – 18:00

Overtime: 3:00 Hours

04-0120F4	Bid Item: 067	C-PWS-066.067	Install & Adjust PWS 66-70
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 067	C-PWS-006.067	Install & Adjust PWS 6-10
AMERICAN BRIDGE/FLUOR, A JV			

Attachment



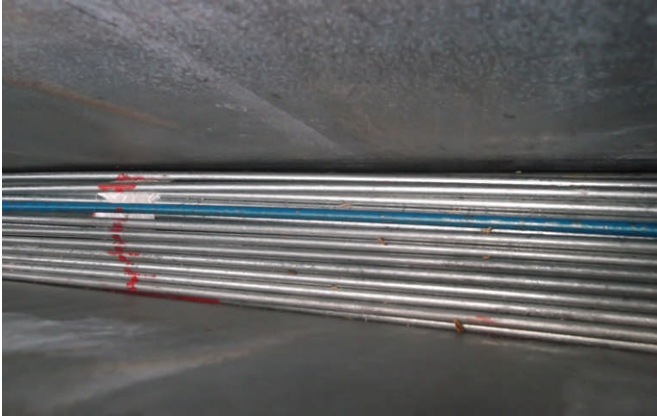
Daily Diary Report by Bid Item

Job Name: 04-0120F4

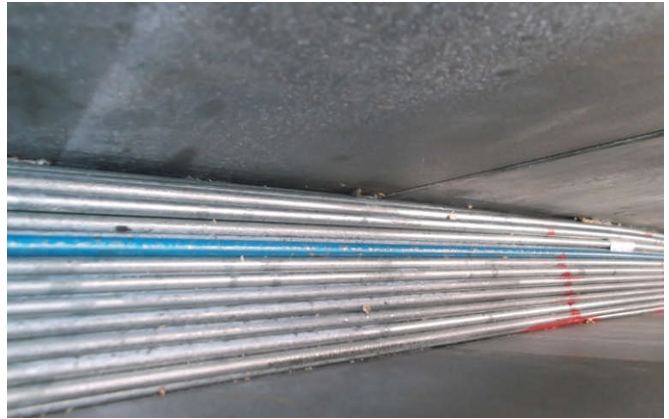
Inspector Name Soheilifard, Saman

Diary #: 012

Date: 28-Feb-2012 Tuesday



WidthIssuesatTheNorthSaddle



WidthIssuesatTheNorthSaddle2



DisappearingWiresOnStrands65-66-and67North



WidthIssuesatTheNorthSaddle3



DisappearingWiresOnStrands65-66-and67North2